



Fenestra

PATENTS PENDING

AIRPLANE HANGAR DOORS

DETROIT STEEL PRODUCTS CO.
DETROIT MICHIGAN

Facsimile of plate attached to each Fenestra Hangar Door

Fenestra

HANGAR DOORS

FENESTRA Airplane Hangar Doors are made in two types and three standard sizes.

The two types are "Straight Sliding Doors" and "Round-the-Corner Doors."

The standard sizes are ten feet wide by eighteen, twenty and twenty-two feet high. Construction details and hardware are identical on all doors with the exception of the operating rollers on which the doors rest. These are swiveled on the Round-the-Corner Doors.

Leading architects and engineers, who are authorities on airport construction, state that in addition to providing a clear opening a satisfactory door must be:

1. Fireproof
2. Easy to operate, manually
3. Weathertight
4. Daylighted
5. Rigid
6. Free from warpage
7. Neat in appearance
8. Economical to maintain

Fenestra Hangar Doors are designed to meet all of the above requirements and to be in harmony with the most modern and efficient types of construction.

Part of the three track system by means of which Fenestra Round-the-Corner Doors provide a 300-foot clear opening at the Ford Airport, Dearborn, Michigan.



Fenestra Hangar Doors

CLEAR OPENING



AN OPENING, one hundred feet wide, without any secondary columns, or other obstructions, is provided at both the National Air Transport Company's hangar in Cleveland, shown above, and the Fairchild Hangar (below) on Long Island, New York, by Fenestra Round-the-Corner Doors.



Fenestra Hangar Doors

EASY OPERATION



THESE DOORS, weighing a ton apiece, are easily operated manually. Accurately balanced doors with carefully machined wheels equipped with Timken roller bearings and Alemite fittings for pressure lubrication make complicated operating mechanism unnecessary.

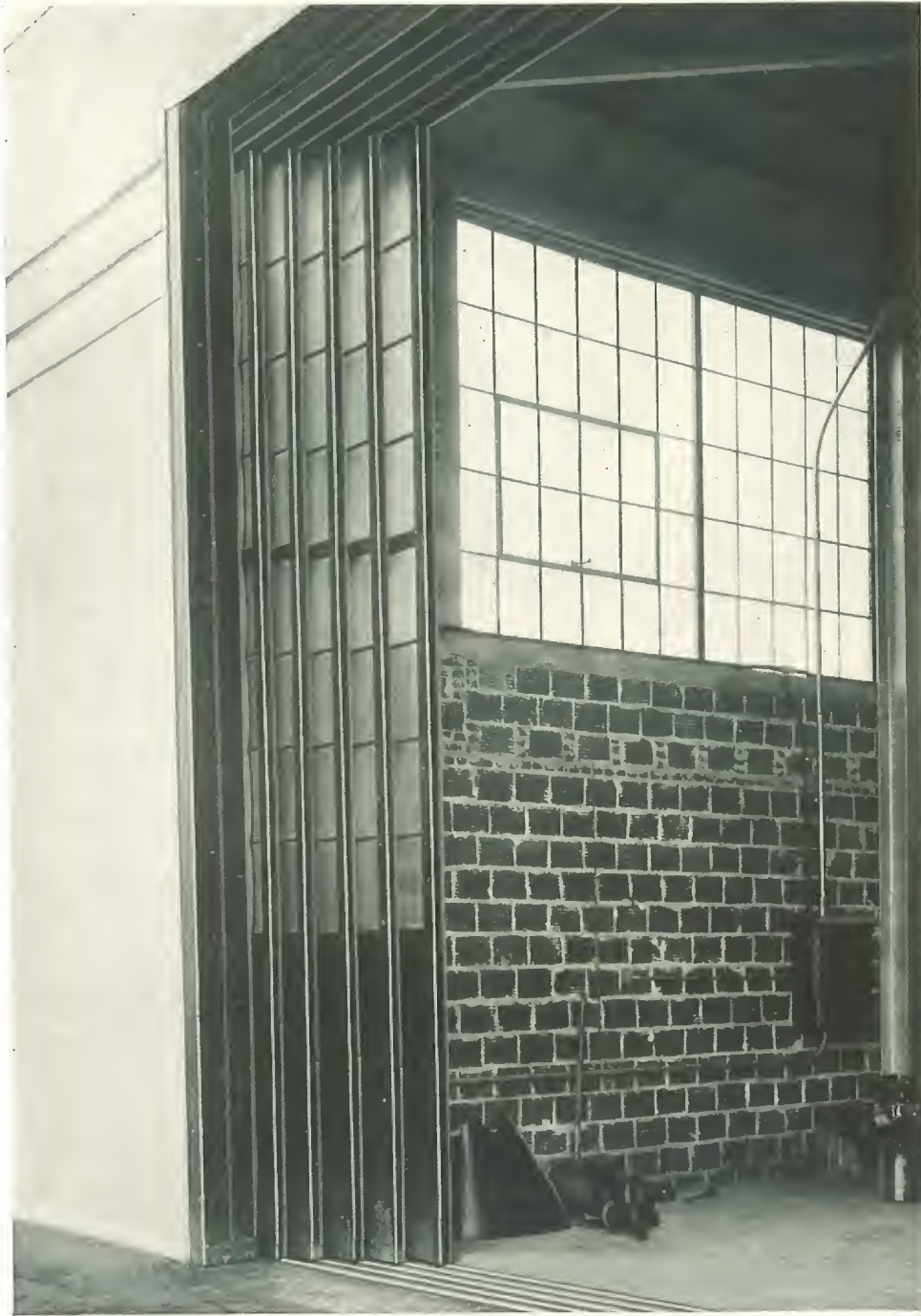
IT REQUIRES only a few minutes to provide an opening, one hundred feet wide, with Fenestra Doors in the Cleveland Airport of the National Air Transport Company as shown in the photograph at the top of the page.

The photograph, at the right, of the Fairchild Airplane Hangar on Long Island shows the swing door folded back against the wall to permit free passage of the Round-the-Corner Doors. Simplicity in construction insures economy in erection and ease in operation.



Fenestra Hangar Doors

STRAIGHT SLIDING



FIVE units of Fenestra Straight Sliding Doors (representing fifty feet or one-half of the hundred foot opening) rolled back out of the way into the rebate provided. This hangar was designed by B. Russel Shaw and built by L. E. Smith.

The Fenestra Hangar Door of heavy steel tubing with sufficient glass area fulfills all of the requirements of up-to-date airport construction.

For this reason we have no hesitancy in recommending the use of Fenestra Doors to anyone who contemplates the erection of a hangar.

B. Russel Shaw Company, Inc.

EXTERIOR view of the Tulsa Airport, Tulsa, Oklahoma. Note how the door rebates on either side of the opening add to architectural appearance.



Fenestra Hangar Doors

ROUND THE CORNER

ROUND - THE - CORNER and out of the way. Rolling easily back against the sides of the building, the Fenestra Doors in the Municipal Airport, Pontiac, Michigan, leave a clear opening for the entrance and exits of ships.

The speed and ease with which they provide a clear opening—full width or less as desired—is a point that appeals to the service man. Yet when closed they shut out the storms.

Fenestra Hangar Doors are meeting our requirements on all points and we are pleased to recommend their use.

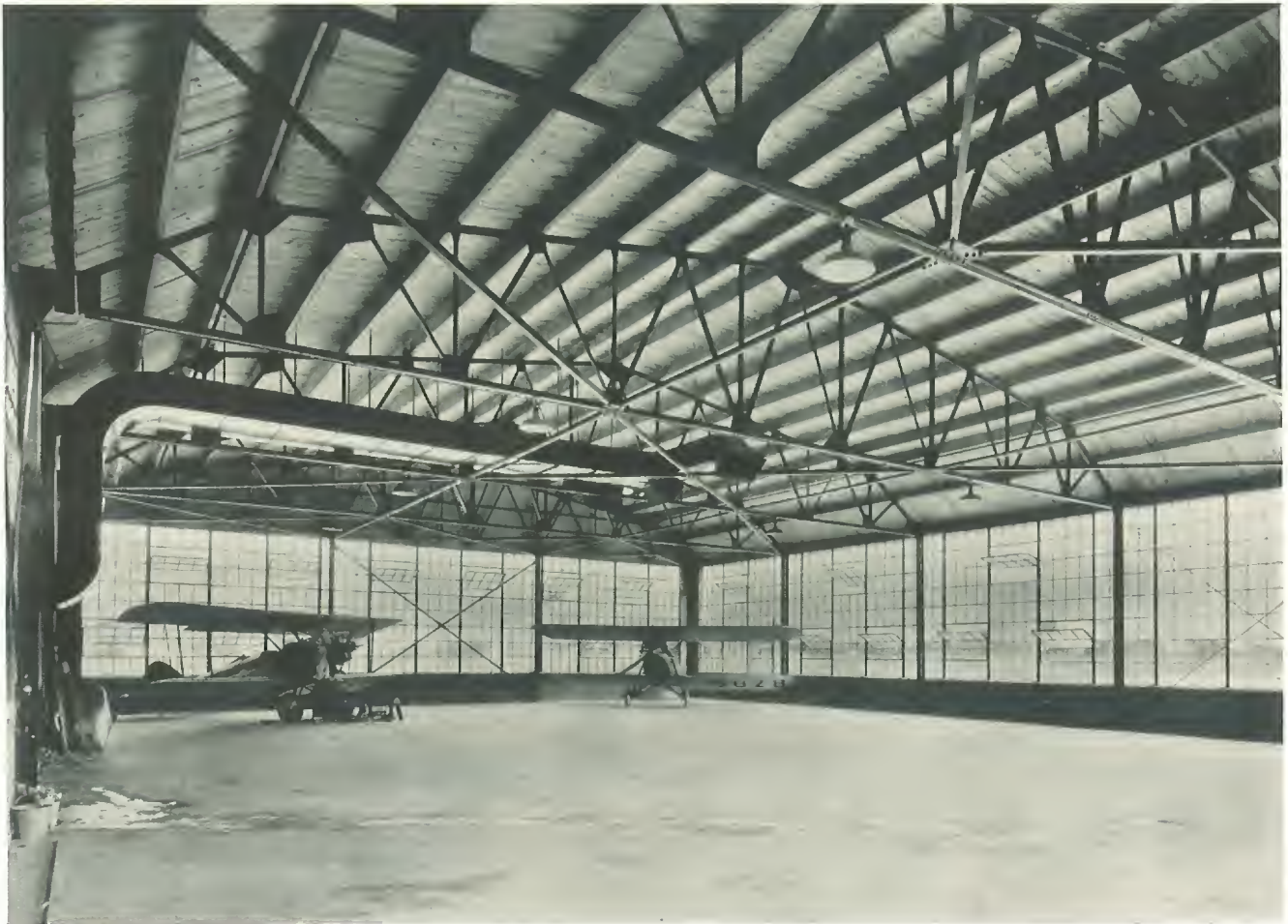
*The Austin Company,
Wm. E. Arthur,
Manager Airport Division.*



ONE of the modern hangars designed and built by the Austin Company. Fenestra Round-the-Corner Doors are standard equipment in the hangars built by Austin.

Fenestra Hangar Doors

MAXIMUM DAYLIGHT



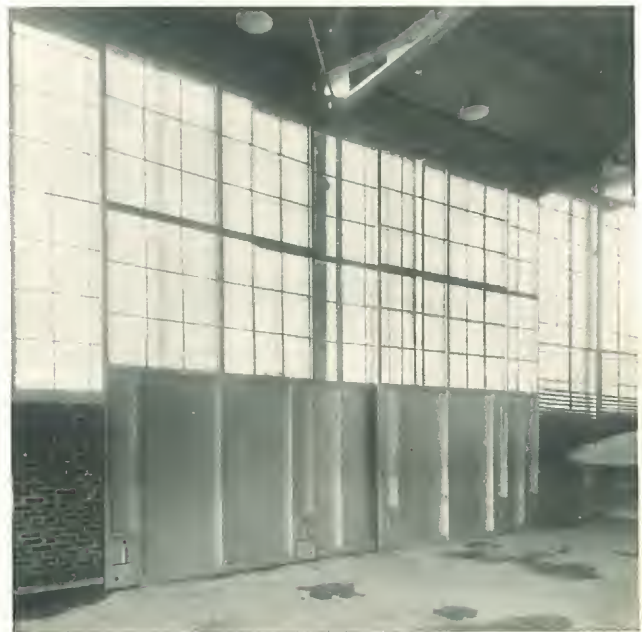
DAYLIGHT is absolutely necessary for the expert work and high speed required in servicing airplanes. With Fenestra Sidewall Windows on three sides of the hangar and Fenestra Doors with their large glass area on the fourth side, every inch of the interior is well daylighted. The hangar of the Dungan Airways, Inc., at Cleveland, shown above, gives the mechanic every chance to do first-class work. The Pontiac Municipal Hangar, at the left, shows how daylight can be obtained from all four sides.

Fenestra Hangar Doors

ON ALL FOUR SIDES



EVEN with all the doors and windows tightly closed the hangar of the National Air Transport Company, shown above, is well daylighted. The top two-thirds of each Fenestra Hangar Door is glazed so that closing the doors against the weather makes very little difference in the lighting of the interior. When the doors are rolled back against the sidewall they do not interfere with the light from the windows on that side of the building.



Fenestra Hangar Doors

POSITIVE WEATHERING



A SOLID row of Fenestra Doors, fitting snug at head, sill and jambs, keeps out the wind that comes sweeping across the landing field. Protection for the men at work and for the planes at rest.

INTERIOR and exterior views of the Fairchild Hangar at Farmingdale, Long Island, N. Y.



Fenestra Hangar Doors

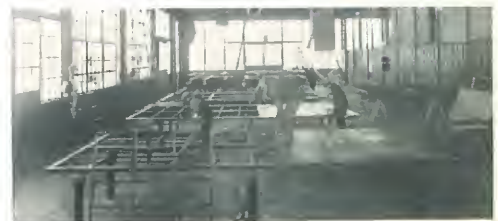
ACCURATE ASSEMBLY

EVERY Fenestra Door must pass this severe test. Hanging free from overhead pulleys the door is swung against the two fixed gauges. One-quarter inch of warp in twenty feet means rejection.

The $2\frac{1}{2}$ " x $2\frac{1}{2}$ " heavy rolled steel tubes are welded at every intersection as shown below. This insures strength as well as rigidity in assembly.



At the right—
The Final Assembly.



Fenestra Hangar Doors

PROMPT DELIVERY



SIXTEEN Fenestra Round-the-Corner Doors, twenty-four tons, ready for delivery to the Ford Airport, Dearborn, Michigan.

LOADING Fenestra Doors into a gondola type car, every door is braced individually by expert loaders to insure perfect condition when delivered on the job.



F. A. 140